type constant velocity universal joint from the hollow portion of said wheel bearing, thus facilitating dismounting of the intermediate shaft. In addition, since the wheel bearing and the house portion of the outer joint ring of the fixed type constant velocity universal joint are made hollow in common to communicate with the atmosphere, thereby preventing an increase in temperature due to operation. Furthermore, it is made possible to reduce the weight of the bearing assembly. Furthermore, according to another embodiment of the present invention, in the structure in which an end cap is mounted to the communicating region between the hollow portion of said stem portion and said house portion, a communicating portion may be preferably formed substantially at the center of the end cap. The structure adapted as such would prevent the boot from being expanded or contracted due to a change in the internal temperature of the fixed type constant velocity universal joint.

Please amend page 35, first paragraph as follows:

Between the outer joint ring 28 and the intermediate shaft 24, there is provided a seal boot 31 to prevent foreign matter from entering the constant velocity universal joint 25 and to prevent the leakage of the grease filled therein. The boot 31 is formed of rubber or resin in the shape of bellows, with the enlarged diameter edge portion inserted over the outer diameter portion of the house of the outer joint ring 28 and the reduced diameter edge portion being inserted over the intermediate shaft 24, each of the portions being fixedly fastened by boot belts 32, 33.

Please amend page 35, second paragraph as follows:

The wheel bearing 21 comprises a hub ring 36 with a wheel mounting flange 35 having hub bolts 34 arranged circumferentially thereon at regular intervals to fix the wheel rib 2 (refer to Fig. 40), an inner ring 37 separate from the hub ring 36 and inserted over the shoulder portion of an outer joint ring 51, and an outer ring 39 having, on the outer circumference portion thereof, a vehicle mounting flange 38 to which a knuckle (not shown) is bolted to be fixed to the vehicle body.

Please amend page 36, first full paragraph as follows:

On the other hand, the fixed type constant velocity universal joint 22 comprises an inner joint ring 50 mounted to one end of the stub shaft 23 and provided with a track groove on the outer circumference portion thereof, the outer joint ring 51 on the inner circumference portion of which a track groove is formed, a plurality of torque transmission bearing balls 52 incorporated in between the track grooves of the inner and outer joint rings 50, 51, and retainers 53 interposed between the inner and outer joint rings 50, 51 to support the torque transmission bearing balls 52. The outer joint ring 51 has a housing portion 54 formed generally in the shape of a dome and a stem portion 55 integrated with the housing portion 54. Incidentally, as the fixed type constant velocity universal joint 22, a joint of an under-cut free type is also applicable here.

Please amend page 38, first full paragraph as follows:

Between the outer joint ring 51 of the constant velocity universal joint 22 and the stub shaft 23, there is a seal boot 62 provided to prevent foreign matter from entering the constant velocity universal joint 22 and the leakage of the grease filled therein. The boot 62 can be formed of rubber or resin in the shape of bellows. The enlarged diameter edge portion of the boot 62 is inserted over the outer diameter portion of the house portion of the outer joint ring 51 of the constant velocity universal joint 22, while the reduced diameter edge portion thereof is inserted over the outer diameter edge portion of the enlarged diameter portion of the stub shaft 23, each of the portions being fixedly fastened by boot belts 63, 64.

Please amend page 56, second full paragraph as follows:

Incidentally, in the embodiment described above, such a case is explained in which the hub ring 36 of the wheel bearing 21 and the outer joint ring 51 are bolted to each other. In addition to this, it is also possible to employ such a structure in which the stem portion 55 of the outer joint ring 51 is made hollow to communicate with the house portion 54, and the edge portion of the stem portion 55 of the outer joint ring 51 inserted into the bore of the hub ring 36 is caulked for connection.

Please amend the paragraph bridging pages 56 and 57 as follows:

The caulking shown in Fig. 15 illustrates a case where the edge portion of the stem portion 55 of the outer joint ring 51 is plastically deformed radially outwards. In addition, the caulking shown in Fig. 16 illustrates a case where a portion 81 of

projections and depressions is formed on the outer circumference portion on the edge of the stem portion 55 such as by threading, serrating, or knurling, and the portion 81 of projections and depressions is, for example, plastically enlarged in diameter outwardly from the inner diameter toward the outer diameter side. Making the stem portion 55 of the outer joint ring 51 hollow will provide advantages such as improvements in fuel consumption resulted from the reduction in weight of the assembly and in heat dissipation to prevent an increase in temperature due to driving. Incidentally, the hollow portion of the stem portion 55 allows a shaft bore 82 to communicate with the bottom portion of the house portion 54.

Please amend the paragraph bridging pages 57 and 58 as follows:

In this embodiment, particularly when the stem portion 55 of the outer joint ring 51 is made hollow and the hollow portion (the shaft bore 82) is allowed to communicate with the inside of the house portion 54, an end cap 83 is mounted to the communicating region between the hollow portion of the stem portion 55 and the house portion 54 to prevent the leakage of the grease filled in the house portion 54. The end cap 83 is adapted to be mounted or dismounted through the hollow portion of the stem portion 55. That is, the end cap 83 is provided with an inner flange 84 having an opening on the stem portion side and can be dismounted by hooking the inner flange 84 with the hook of a jig inserted into the hollow portion. It is preferable to provide the communicating portion generally at the center of said end cap 83. For example, as shown in Figs. 17(a) and 17(b), the communicating portion can be realized in a manner such that a hole is formed at the center of a metallic disc-shaped member 85, then an elastic body 86

formed such as of rubber for blocking the hole is attached thereto, and then a cross-shaped notch 87 is formed generally at the center of the elastic body 86. Alternatively, the communicating portion can also be realized by another structure, illustrated in Figs. 18(a) and 18(b), in which a core metal piece 88 comprising an annular member having a hole at the center thereof is coated with an elastic body 89 formed of such as rubber with a cross-shaped notch 90 provided generally at the center thereof.

Please amend the paragraph bridging pages 58 and 59 as follows:

The communicating portion (notch 87 and 90) provided on the end cap 83 as such allows the fixed type constant velocity universal joint 22 to communicate with the atmosphere through the inside of the house portion 54 of the outer joint ring 51 and the hollow portion of the stem portion 55. This can prevent the boot 62 from being expanded or contracted due to a change in temperature inside the fixed type constant velocity universal joint 22, thereby making it possible to provide improved life for the boot 62.

Please amend page 59, first full paragraph as follows:

The intermediate shaft 24 and the inner joint ring 50 are connected to each other by the serrations 60, 61, and the C-shaped clip 77 is fitted over the annular groove 76 formed on the edge portion of the intermediate shaft 24, thereby preventing the intermediate shaft 24 from dislodging from the inner joint ring 50 (refer to Figs. 15 and 16). When the stem portion 55 of the outer joint ring 51 is made hollow to communicate with the house portion 54, it is necessary to make the inner diameter d_2 of the shaft bore